

Southeastern Pennsylvania
Transportation Authority

Jenkintown-Wyncote Station Improvements Presentation

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CHPlanning, Ltd.

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Introduction



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Introduction

- Project Purpose – Implement Plan Developed in 2005 Feasibility Study
 - Increase Parking Capacity
 - Add 340 Parking Spaces via New 700-car Parking Garage
 - Enhance Passenger Access and Convenience
 - New High Level Platforms
 - New Station Waiting and Ticket Areas
 - Keep Existing Station in Good Repair
 - Maintain Historic Character
 - Extend Service Life



Introduction

- Project Timeline
 - Complete Design Mid-2010
 - Start Construction Early 2011
 - Complete Construction Mid-2013



National Environmental Policy Act (NEPA)

- Purpose and Legislation
 - Established National Policy for Federal Agencies to Examine the Consequences of Proposed Actions on the Environment
 - Mandates Consideration of Environmental Issues During Decision-Making



National Environmental Policy Act (NEPA)

- 3 Types of NEPA Class Actions

- Class 1: Environmental Impact Statements (EIS)
Actions that have a significant impact on the environment
- Class 2: Categorical Exclusions (CE)
Actions that do not result in a significant impact
- Class 3: Environmental Assessments (EA)
Actions for which the significance of the impact on the environment is not clearly established



National Environmental Policy Act (NEPA)

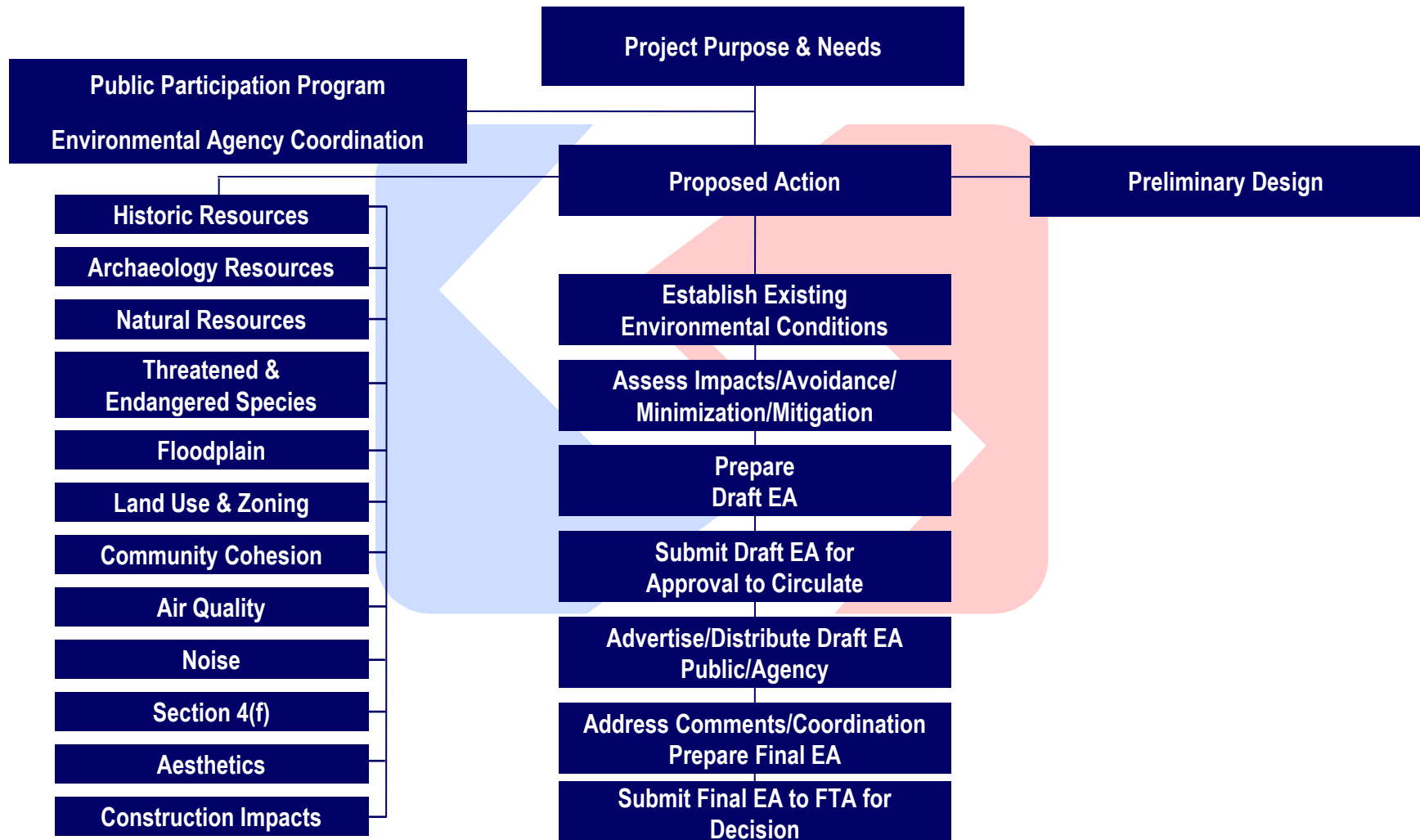
- NEPA Class Action

Jenkintown-Wyncote Station Improvements Environmental Assessment (EA)

Purpose: Provide the FTA with information to allow a determination of the proposed project impacts on the environment



Environmental Assessment Process



Introduction

- Project Status
 - Received Initial Public Input 8/08 and 9/08
 - Obtained Site Data
 - Developing Concept Design
 - Seeking Further Public Input



Introduction

- Public Concerns

- 
- Flooding
 - Traffic
 - Historic Nature
 - Size of Garage
 - Number of Cars
 - Emergency Plans
 - Security
 - Impact on Adjacent Neighborhood Streets
 - Temporary Parking Locations
 - Appearance
 - Aesthetics
 - Riders
 - Bike Paths
 - Bike Parking
 - Safe Pedestrian Lanes on Bridge
 - Property Values



Introduction

- **Public Concerns**

- **Architecture**

- Historic Nature
 - Size of Garage
 - Number of Cars
 - Appearance
 - Aesthetics
 - Security
 - Impact on Adjacent Neighborhood Streets
 - Property Values

- **Pedestrian/Bicycle Access**

- Bike Paths
 - Bike Parking
 - Safe Pedestrian Lanes on Bridge

- **Roadway Improvements**

- Traffic
 - Emergency Plans
 - Impact on Adjacent Neighborhood Streets
 - Riders
 - Safe Pedestrian Lanes on Bridge

- **Tookany Creek Improvements**

- Flooding
 - Property Values

- **Construction**

- Traffic
 - Impact on Adjacent Neighborhood Streets
 - Temporary Parking Locations



Architecture

View from Jenkintown
looking West

- Architectural Goals
 - Be a Station First / Parking Second
 - Architecture Based on Context: Community, Delaware Valley and Railroad History
 - Provide Access to All

Architecture

View looking South
down tracks



- Station Elements
 - Overpass, Elevators, Station Building, High Level Platforms, Parking Deck

Architecture

View from
Cheltenham



- Site Features Soften Parking Deck
- Set Back Parking Deck to Reduce Scale
- Set Parapet Heights to Block Headlights

Architecture

View from Cliff Terrace
Looking East During Winter



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Architecture

View from Cliff Terrace
Looking East During Fall



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Architecture

View from Glenside Avenue
Looking North During Winter



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Architecture

View of Section
Elevation looking North



- Passive Safety / Security Measures
 - Floor to Floor Heights
 - Flat Floors
 - Open Deck
- Active Safety / Security Measures
 - CCTV in Stairs / Elevators
 - Call Boxes
 - Sprinklers Throughout Deck
 - Consistent, Even Lighting

Architecture

View of Section
Elevation looking North



- SEPTA Presence
 - Station Hours
 - Parking Management Hours
 - Active Site, SEPTA Facilities and Restaurant

Architecture

Looking North at Station
from Existing Bridge

- Historic Resource
- State of Good Repair



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Architecture

- Sustainable / Green Design Initiatives
 - Pursuing LEED® certification
 - Reduce Urban heat island effect, reduce impact to microclimate
 - Increasing on-site infiltration
 - Reduce direct water discharge to Creek
 - Using native species of plants
 - Construction waste recycling
 - Encourage use of Green Power
 - Investigating Photovoltaic Solar Energy



Architecture

- Sustainable / Green Design Initiatives
 - Optimize Energy Performance
 - Reduce Ozone Depletion (Refrigerant management)
 - Using high efficiency water fixtures
 - Using building products with high recycled content
 - Daylighting at overpass and deck
 - Using high efficiency MRL Elevators
 - Low VOC paints and minimized material off gassing

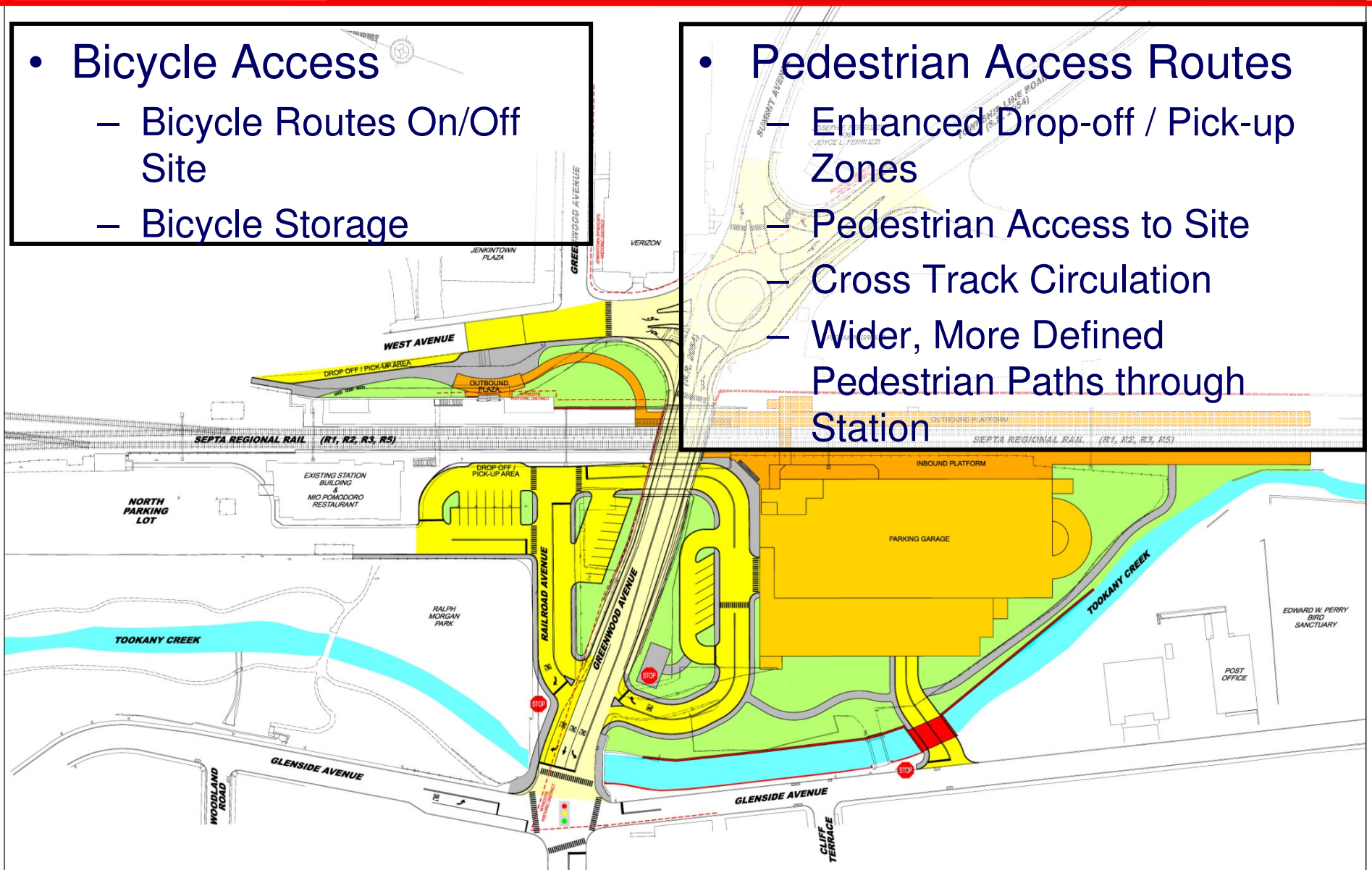
Pedestrian/Bicycle Access

- Bicycle Access

- Bicycle Routes On/Off Site
- Bicycle Storage

- Pedestrian Access Routes

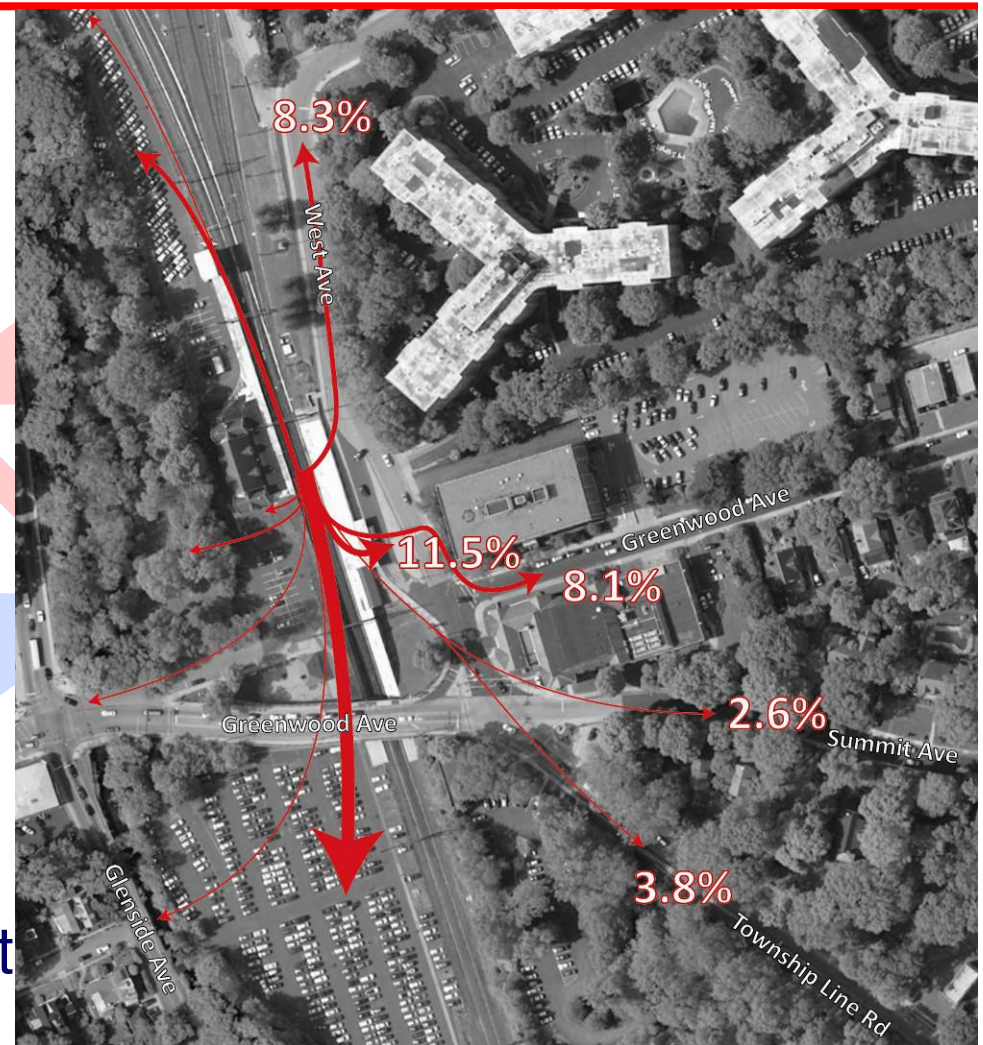
- Enhanced Drop-off / Pick-up Zones
- Pedestrian Access to Site
- Cross Track Circulation
- Wider, More Defined Pedestrian Paths through Station



Pedestrian/Bicycle Access – West Ave.

Pedestrian Counts 4:00pm – 6:00pm

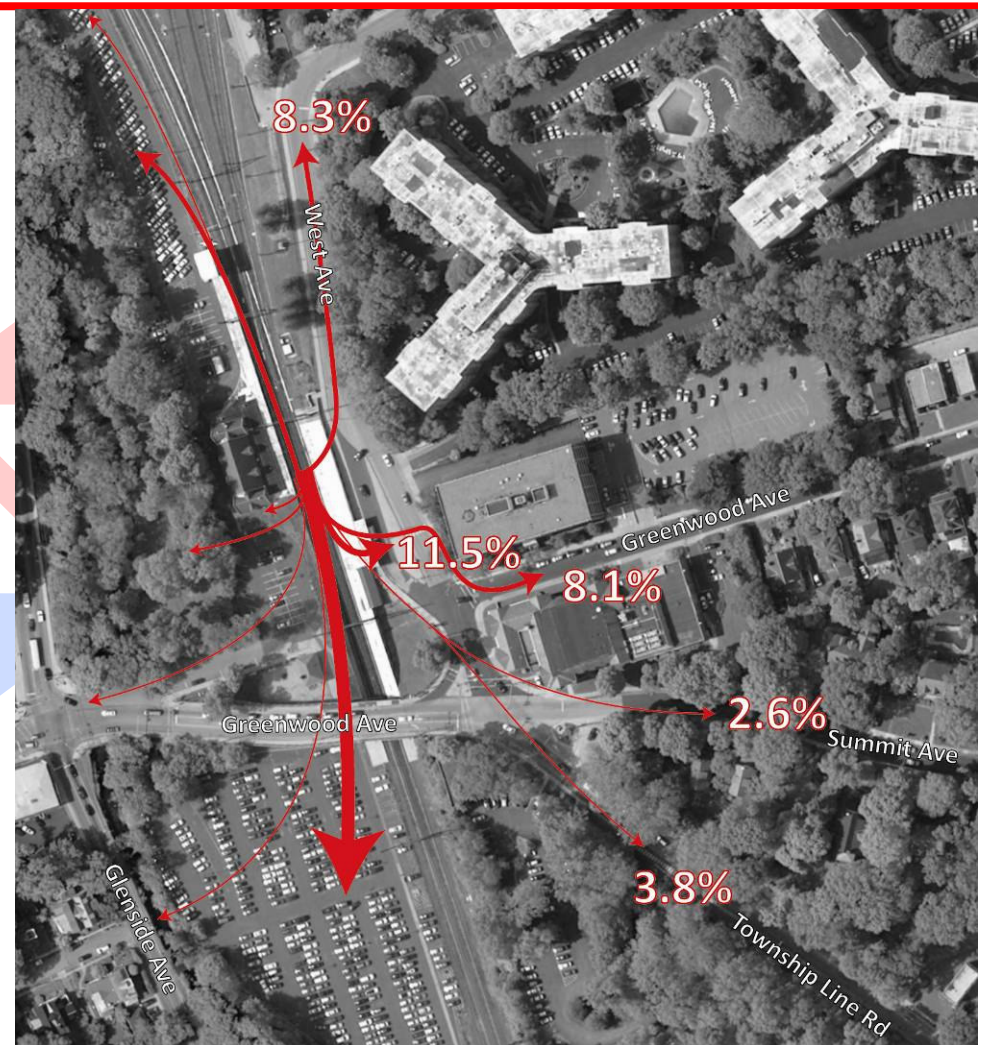
- 470 people exited trains
- 34.3% exited at West Avenue
 - 11.5% picked up at driveway
 - 14.5% Walked East into Jenkintown
 - 8.3% Walked Northeast into Jenkintown



Pedestrian/Bicycle Access – West Ave.

Additional specific peak train counts

- Peak Train - R3 5:50pm (normal conditions)
 - 115 exiting passengers
 - 40 exited at West Avenue



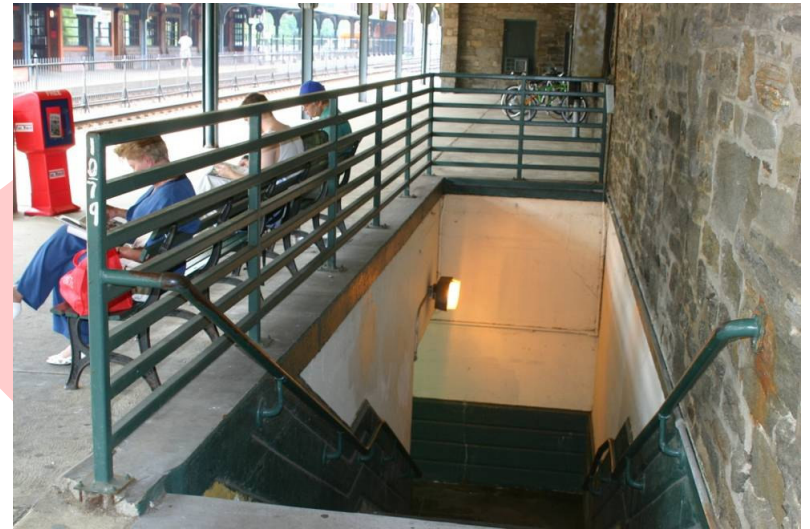
Pedestrian/Bicycle Access – West Ave.

Pedestrian Survey

- 7:30AM – 9:30AM
- 140 interviews

Top 2 Pedestrian Concerns

- Condition of Tunnel
- Crosswalk on West Ave



Pedestrian/Bicycle Access – West Ave.

Issues at Drop Off

- Difficult pedestrian crossing
 - Two separate roads
 - Speeding on West Avenue
 - Crossing driveway between standing cars
- No ADA access



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Pedestrian/Bicycle Access – West Ave.

Issues at Drop Off

- Insufficient space at top of stairs:
 - Staircase 'capacity' is approximately 270 people per minute.
 - Sidewalk at top of stairs can accommodate about 24 people standing (LOS E)
 - In crowded conditions people could be pushed into roadway

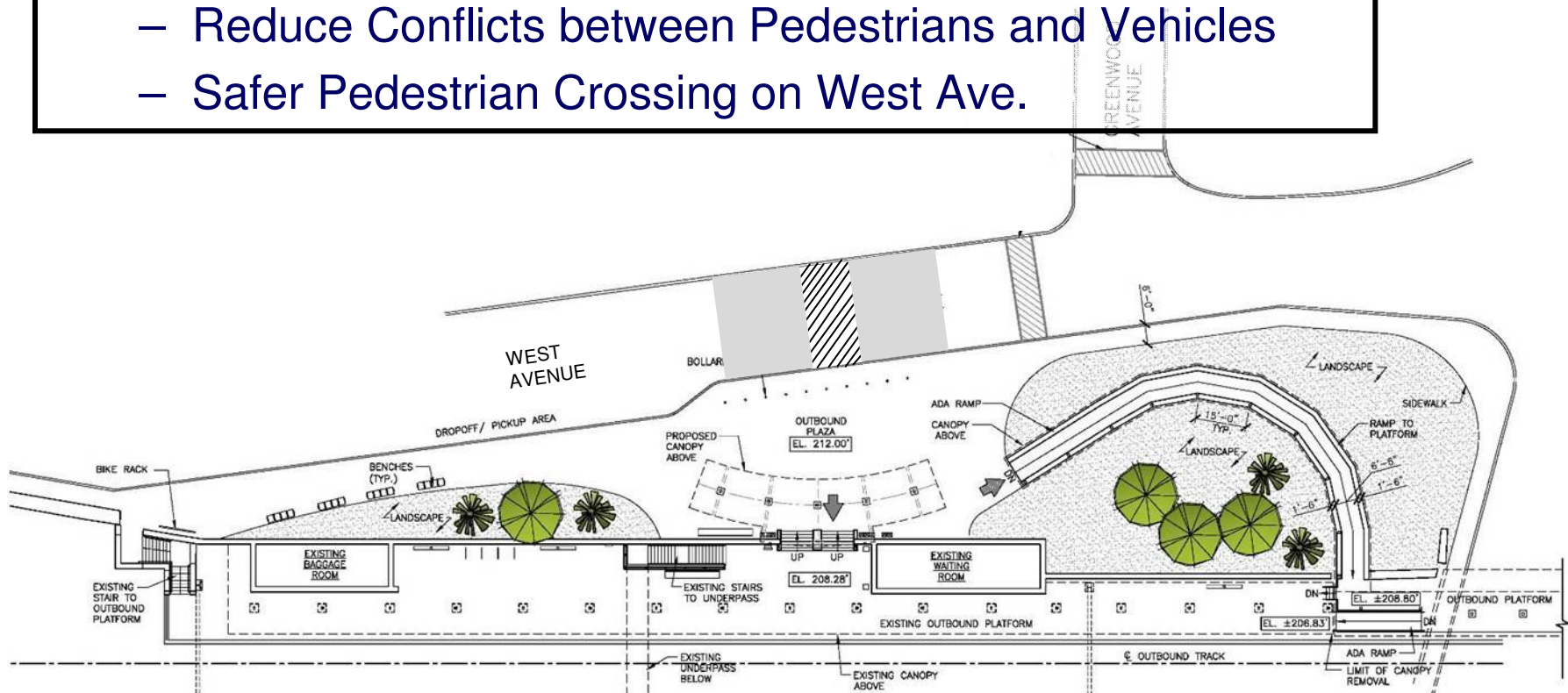


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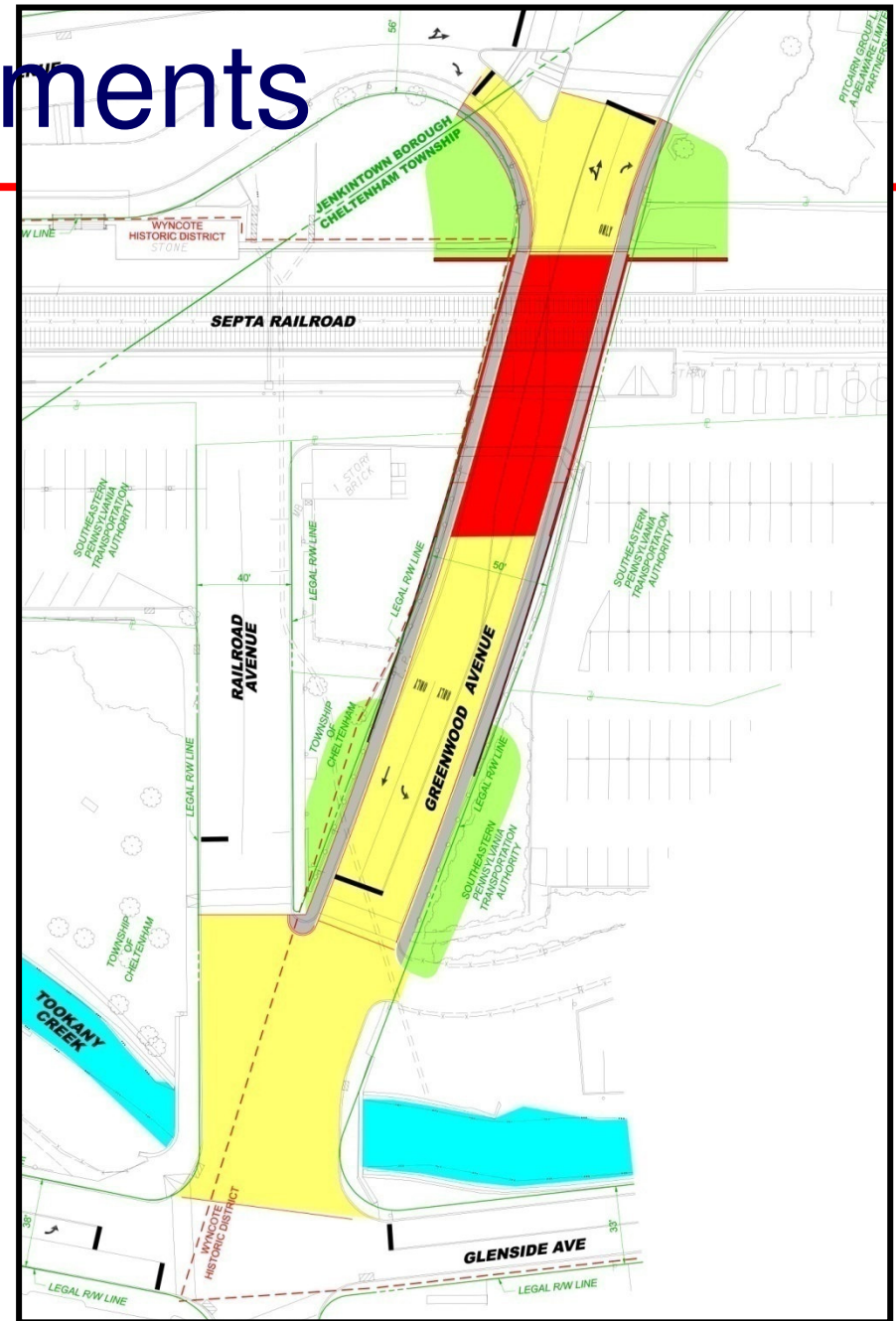
Pedestrian/Bicycle Access – West Ave.

- Proposed West Avenue Modifications
 - Develop more Prominent Pedestrian Entry
 - ADA Access to New Platforms
 - Reduce Conflicts between Pedestrians and Vehicles
 - Safer Pedestrian Crossing on West Ave.



Roadway Improvements

- Existing Access
 - Railroad Avenue
 - Geometry
 - Part of signal
 - South Lot Entrance
 - One way
 - Glenside Ave. Exit
 - One way
 - West Avenue
 - Island

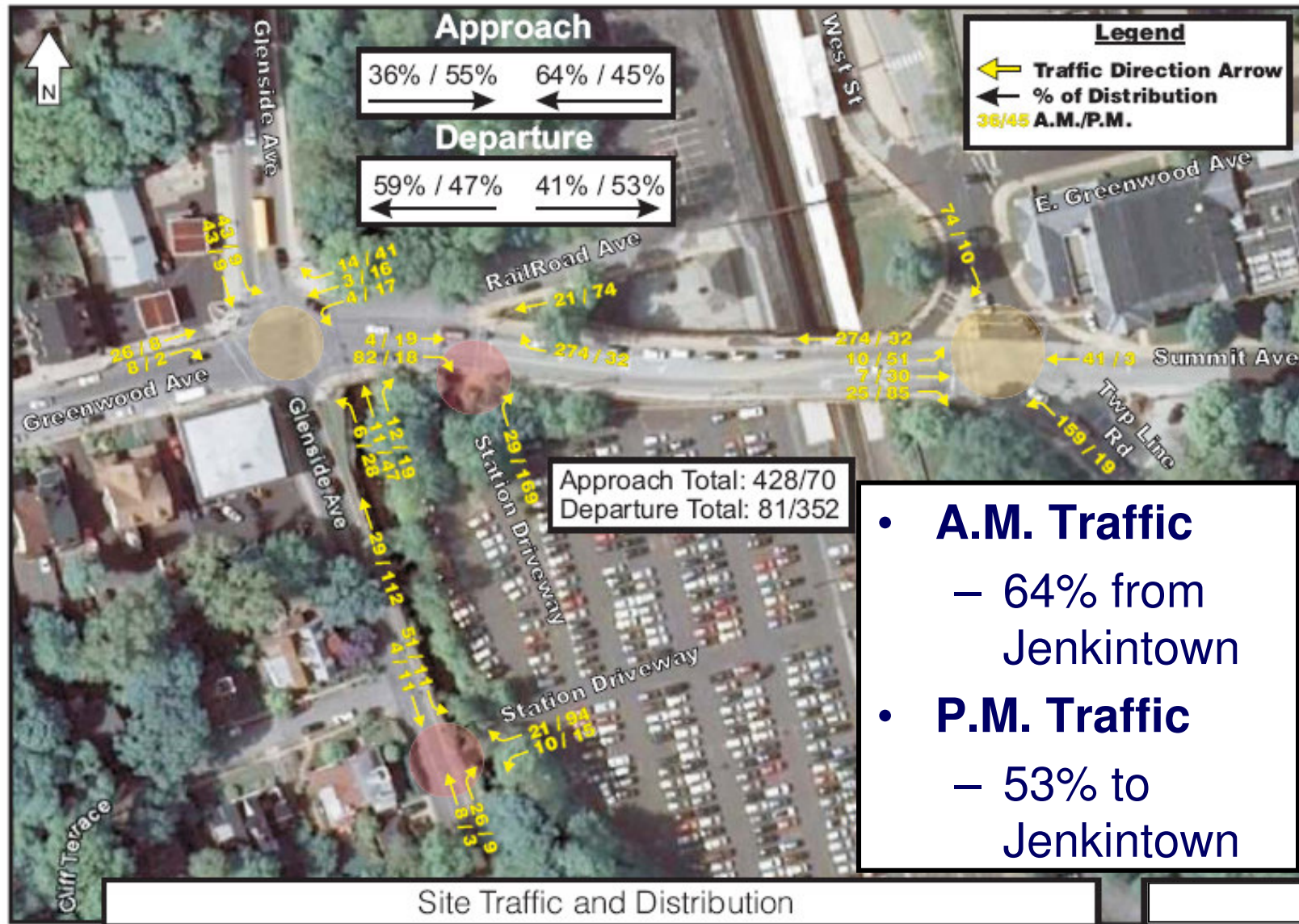


Roadway Improvements

- Traffic Study
 - Existing South Lot
 - 364 parking spaces
 - Parking capacity net increase
 - 336 additional spaces
 - Traffic Analysis
 - Counts taken April 2008
 - Additional counts in August 2008 and recounted in September 2008
 - Existing Conditions (2011)
 - Future Conditions (2025)



Roadway Improvements - Traffic Study



The map illustrates the Glenside/Greenwood intersection area. Key features include:

- Streets:** Railroad Avenue, Greenwood Avenue, Glenside Avenue, and Cliff Terrace.
- Parks:** Ralph Morgan Park to the west and Tockwary Creek Park to the east.
- Transit:** SEPTA Regional Rail lines (R1, R2, R3) running north-south, and the Tockwary Creek branch.
- Landmarks:** A 'DROP OFF / PICK-UP AREA' in the northwest, a 'WHITE HISTORIC DISTRICT' in the southwest, and a 'NEARBY PLATFORM' in the northeast.
- Intersection:** The intersection of Greenwood Avenue and Glenside Avenue is highlighted in red, indicating it is the critical intersection.
- Other Features:** A 'STOP' sign is shown at the intersection of Greenwood Avenue and Glenside Avenue, and another at the intersection of Greenwood Avenue and Cliff Terrace.

• Glenside/Greenwood Intersection is the critical intersection

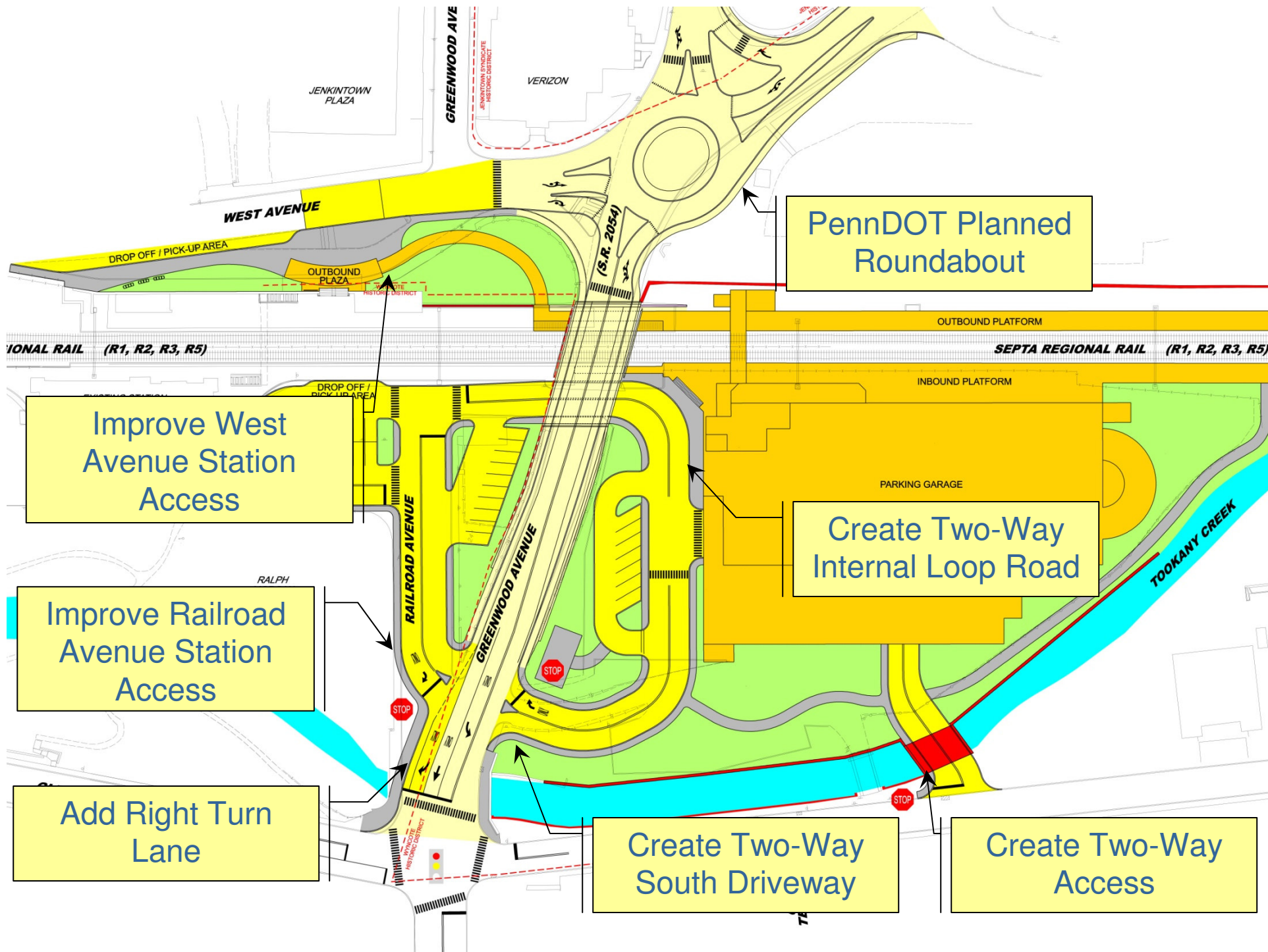
Roadway Improvements - Traffic Study

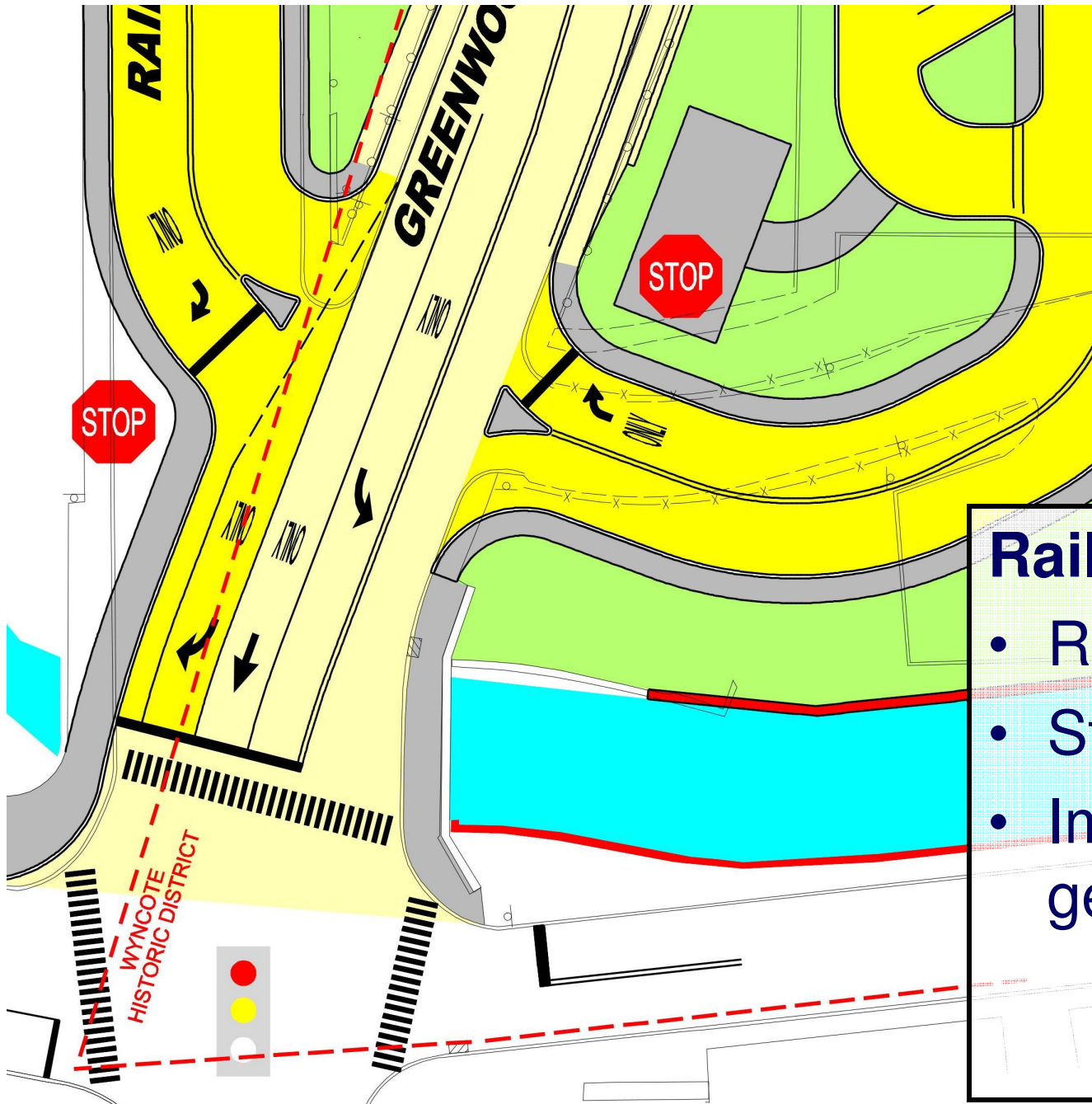
- Proposed traffic improvements

Goal

**Keep as much traffic away from
Glenside signal as possible**







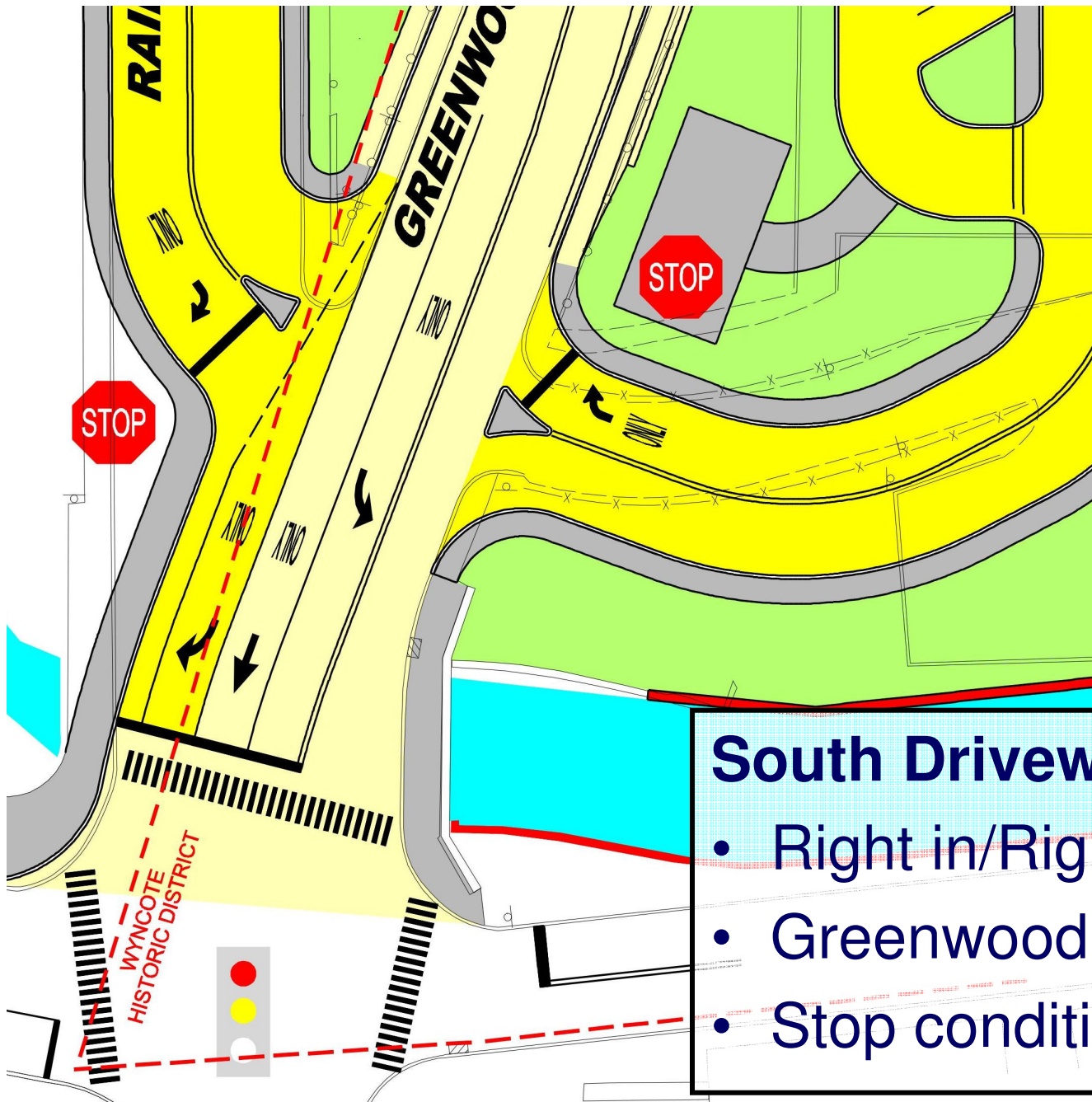
Railroad Avenue

- Right in/Right out
- Stop condition
- Improved geometry



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South Driveway

- Right in/Right out (Two way)
- Greenwood -No Left Turn
- Stop condition

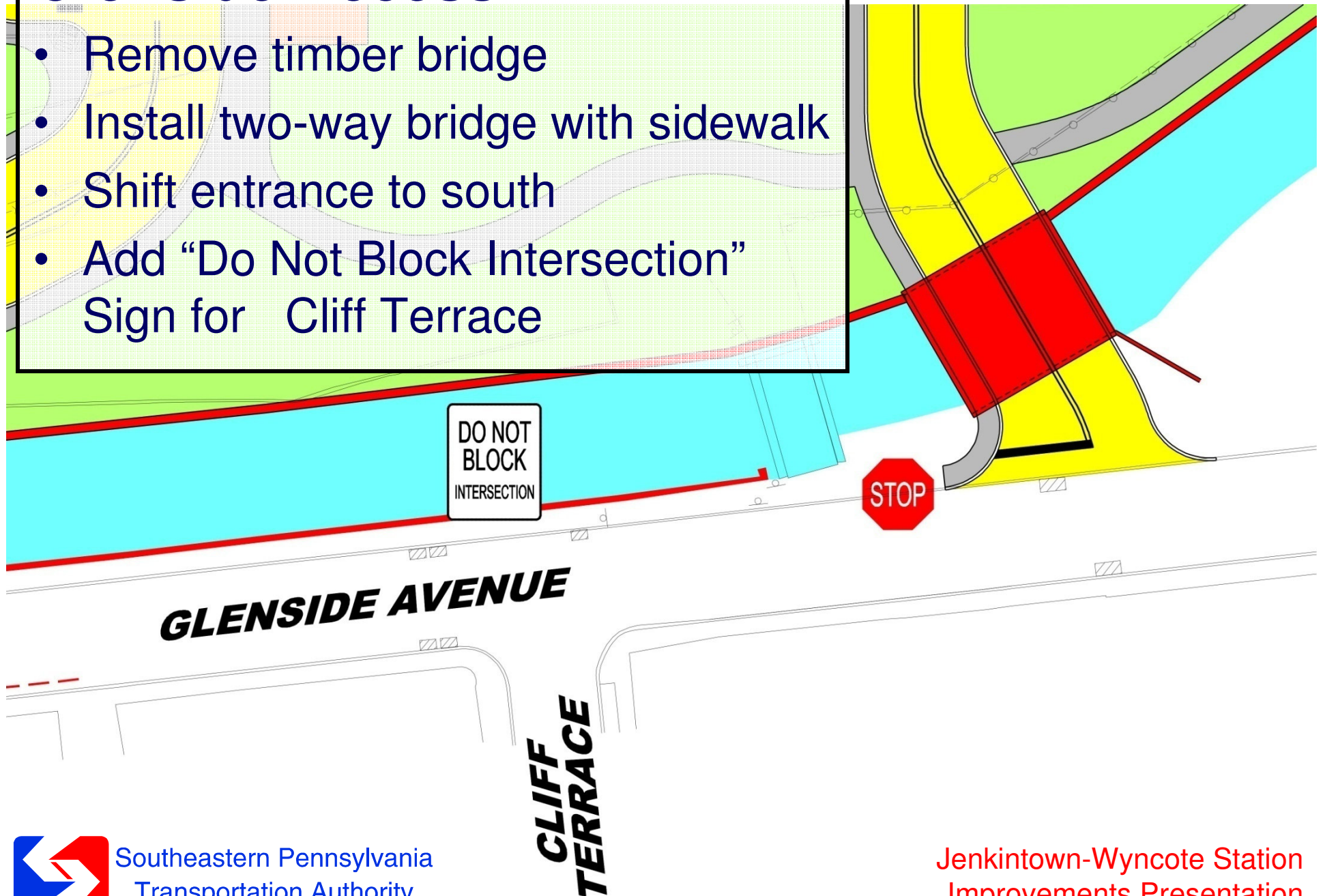


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Glenside Access

- Remove timber bridge
- Install two-way bridge with sidewalk
- Shift entrance to south
- Add “Do Not Block Intersection” Sign for Cliff Terrace



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Greenwood & West

- PennDOT is planning a roundabout
- Maintain or improve traffic operations including the additional SEPTA parking capacity

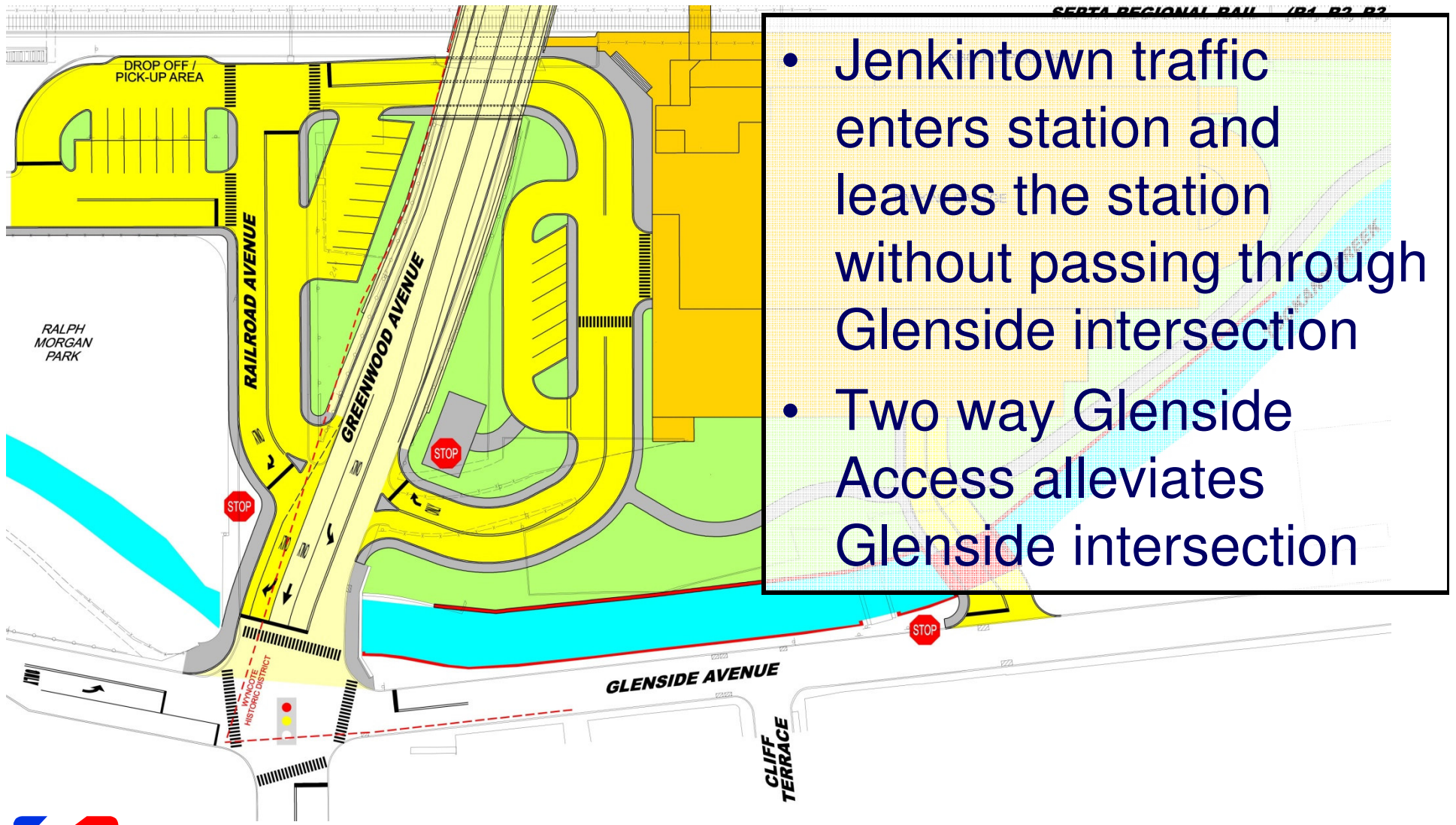
SEPTA RAILROAD



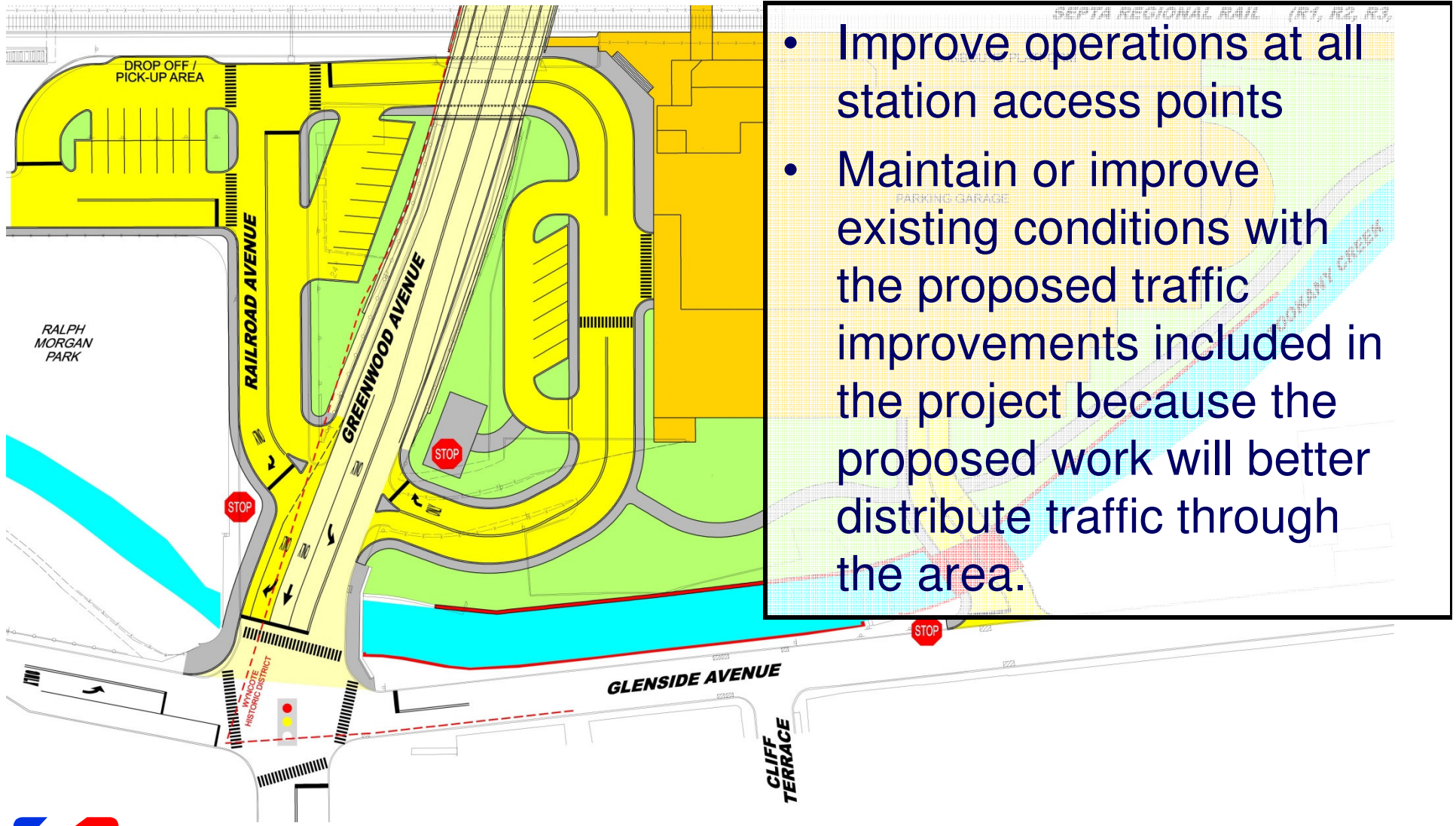
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Roadway Improvements Summary



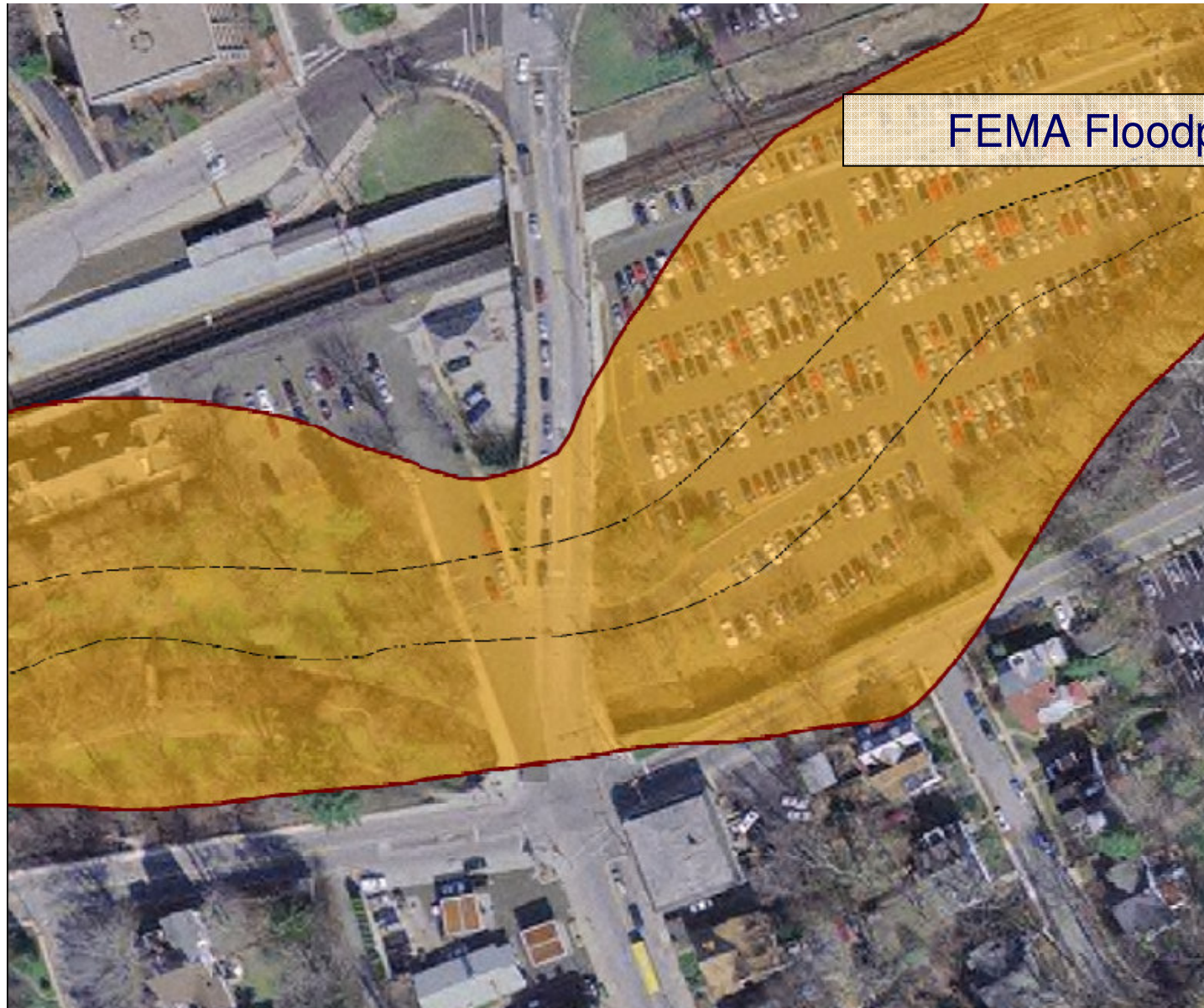
Roadway Improvements Summary



- Improve operations at all station access points
- Maintain or improve existing conditions with the proposed traffic improvements included in the project because the proposed work will better distribute traffic through the area.

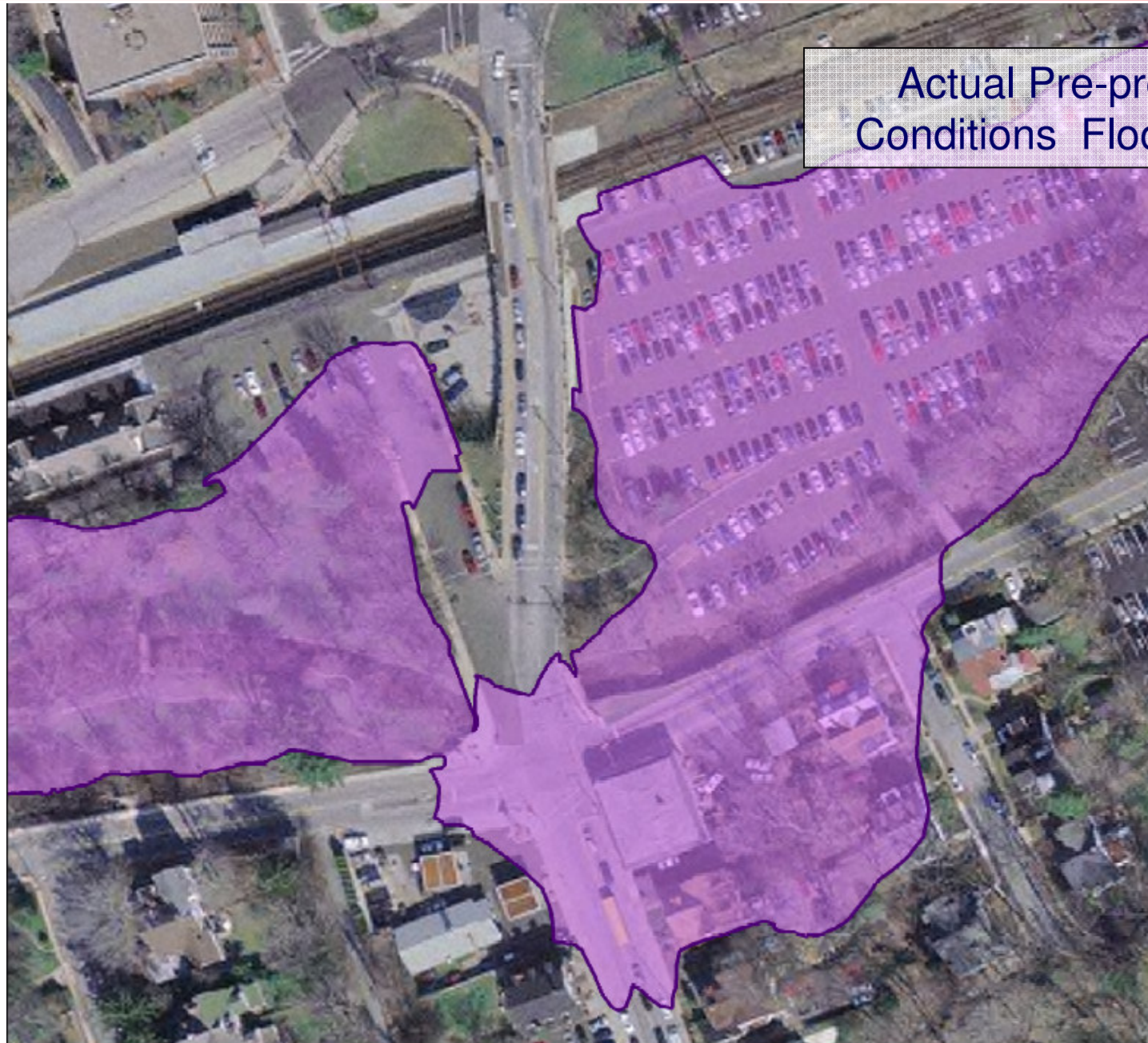


Tookany Creek Improvements



FEMA Floodplain

Tookany Creek Improvements



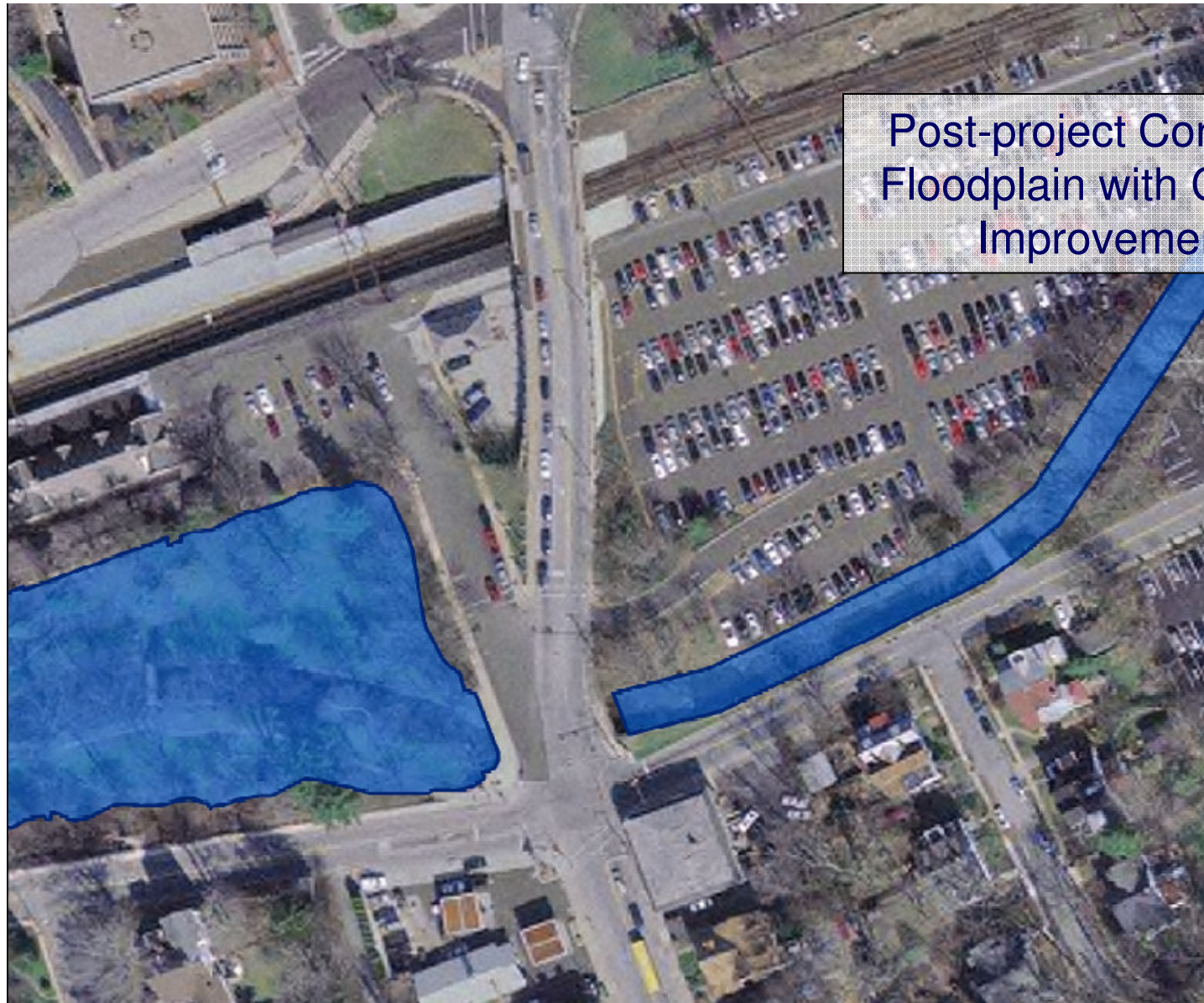
Actual Pre-project
Conditions Floodplain

Tookany Creek Improvements

- Flooding is a Shared Problem
- Channel Improvements
 - Remove Existing Timber Bridge
 - Construct New Longer, Higher Bridge
 - Increase width of Channel
 - Install Channel Wall on Station Bank
 - Wall Aesthetics to Match New Station and Bridge and Existing Stone Channel Wall



Tookany Creek Improvements



Post-project Conditions
Floodplain with Channel
Improvements

Construction

- Noise Control
- Dust Control
- Work Hours
- Construction Vehicles
- Traffic Detours (PennDOT)
- Pedestrian Detours
- Staging On-Site
- Temporary Parking



Construction – Temporary Parking

- Temporary Parking

- Requirements:

- Compensate for loss of 364 parking spaces during closure of South Parking Lot through a combination of Alternative solutions.
 - Maintain Safety and Convenience to SEPTA riders.
 - Minimize Impact to Community near Station



Construction – Temporary Parking

- Temporary Parking Options
 - Shuttle Buses from Satellite Parking Lots:
 - Investigated Possible Sites
 - Requires Two Trips to the Commute
 - Many Riders Avoid Second Trip by Parking Elsewhere Near Station
 - Encourage Use of Other Stations:
 - Provide Temporary Parking at Other Stations
 - Glenside, Noble, Elkins Park



Construction – Temporary Parking

- Temporary Parking Options
 - Lease Spaces in Nearby Existing Lots:
 - Identified Three Potential Sites
 - Add Spaces on West Avenue
 - Construct Temporary Parking Lot within Walking Distance of Station



Construction – Temporary Parking



Proposed Parking along West Avenue, Jenkintown Borough



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Construction – Temporary Parking



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Construction – Temporary Parking



Restoration and Improvements to Cheltenham Township Park



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Summary

Project Benefits

- Improved Flood Condition
- Localized Traffic Improvements
- Reduced Overflow Parking in Community
- Improved Station Accessibility
- Restoration of Historic Station
- Sustainable Design Practices/LEED® Certified Facility



Summary

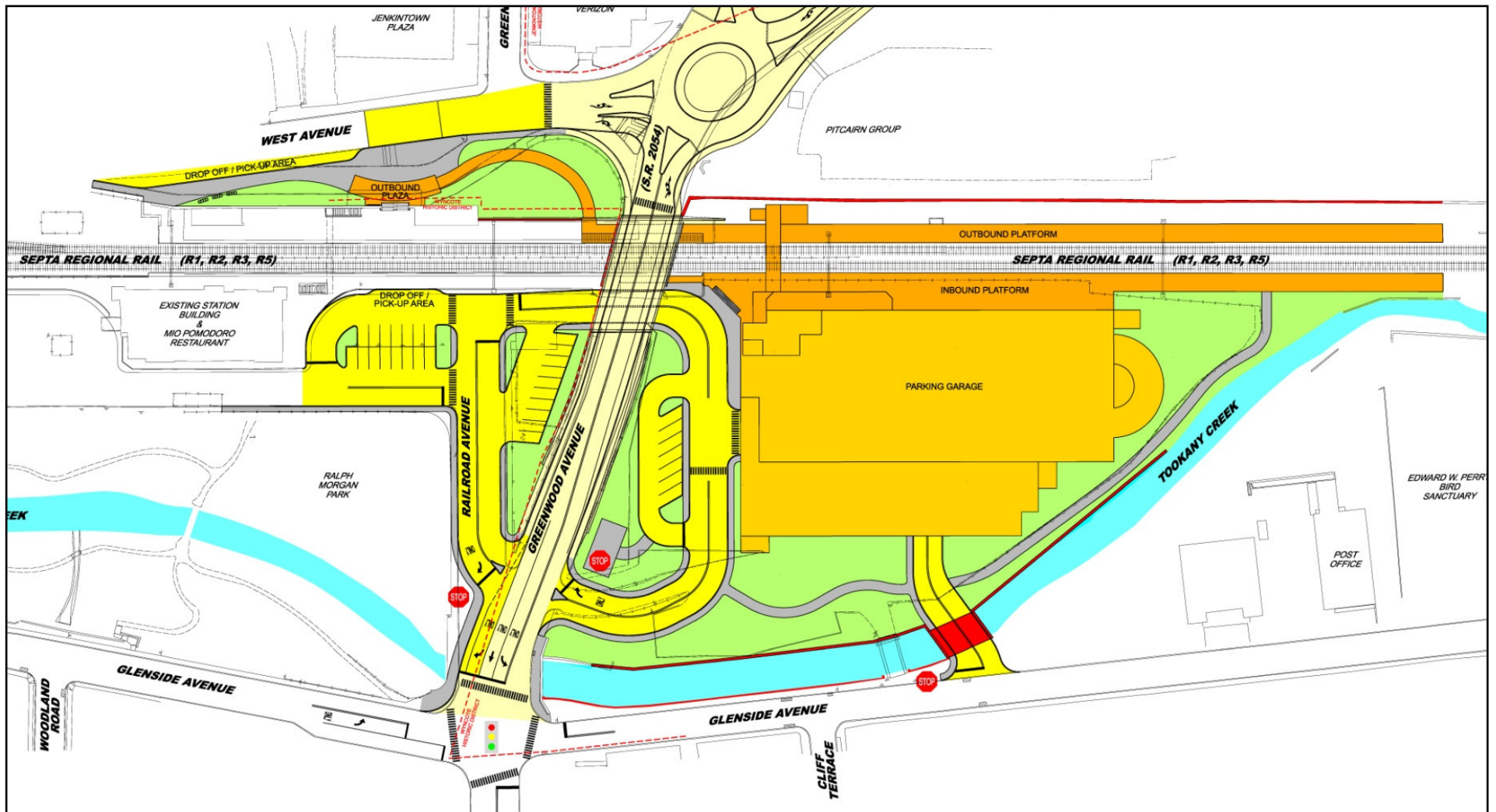


Improved Station with Community Betterments



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